

## BRIDGE HISTORY

In May, 1869:

There is also a fair prospect of a new bridge across from the "Point", which will give one of the finest beach drives on the South Shore, far superior even to Nahant of Newport.

On July 4, 1891:

Duxbury expects to be a summer place in good earnest now that the bridge to connect Powder Point and Salter's Beach is assured. It will save several miles that now have to be traversed in getting from one point to the other and bring the beach residents within two miles of railroad and telegraph connections.

The County Commissioners have decided that a bridge from Powder Point, Duxbury to Duxbury Beach is necessary to common convenience, and will give a hearing in the matter at the Court House, July 14, when the bridge will be definitely located, and the question of damages settled. For several years the bridge matter has been agitated, it being claimed for it that it shortens the distance from Duxbury to the Beach about five or six miles - now necessary to be traveled in the neighboring town of Marshfield to reach a bridge - that it will develop Duxbury as Summer resort, and add a considerable amount of taxable property to the town in so doing.

And later the same year:

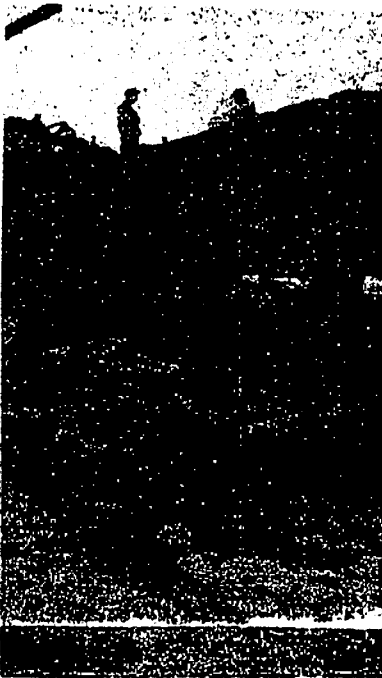
The bridge which is being built across Duxbury Bay from Powder Point to Salter's Beach, is progressing nicely. At last the contractors have been supplied with plenty of piles of all desired lengths, and the driver is being kept busy whenever the weather will permit.

The work has been done from both the Point side and the Beach side has been driven across, and work is now going on on the flat, which necessitates high water for the scow to keep afloat, so not many piles can be driven there in one day.

The only thing that will prevent work, in the driving line, is a very high wind, which makes the water of the bay rough, and so keeps the scow in motion, preventing sure and most effective blows on the heads of the piles. Rarely does a day pass, however,



LEWIS RANDALL



## HIGHWAY DEPT. MEN ON THE JOB AS USUAL

but what some piles can be driven, and when the day is calm, 16 piles are often pounded into place.

The contractors must have the structure completed by the middle of next June, or be obliged to forfeit \$25 a day till it is completed. When the cargo of planks gets here something about the work can then be done in all sorts of weather and at high or low water.

Some of the townspeople did a good deal of hard work to kill



MARK BROWN, A SUMMER VISITOR, WAS OUT EARLY ON THURSDAY TO INSPECT THE FIRE DAMAGED BRIDGE.



WILL HERNAN, WHO IS SAVING

the bridge project before it was permanently settled, but, now that the bridge is underway, they are as interested and enthusiastic as those who were ever in favor of it. Quite a number of the kickers were the first to get a job of work on the bridge, by furnishing or drawing piles, and will get more out of it than the extra amount of taxation can ever call for. The Gurnet bridge is now universally in favor among Duxbury people.

The Selectmen and County Commissioners will hold a joint meeting soon to make arrangements for building the approaches to the bridge, as it is a matter that interests both the town and the county, and both will be called upon to share the expense.



OFFICER THOMAS JOHNSON  
AND LEWIS RANDALL LOOKING  
OVER THE BRIDGE DAMAGE

photo by David Freeman



BURNT TIMBERS ON THE  
GENTLE

photo by David Freeman